

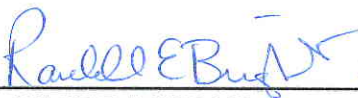
FINAL
ENVIRONMENTAL ASSESSMENT
FOR
LAKE YARD RAIL SPUR PROJECT

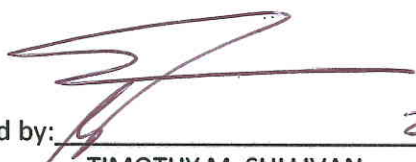
ANNISTON ARMY DEPOT
ANNISTON, AL 36201

June, 2011

Prepared by: Anniston Army Depot

Proponent of Action: Anniston Army Depot

Reviewed by:  21 Jun 2011
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Director of Risk Management


Approved by: TIMOTHY M. SULLIVAN 22 Jun 11 Date
COL, LG
Commanding

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Table of Contents

I. PURPOSE AND NEED.....	4
II. DESCRIPTION OF THE PROPOSED ACTIONS.....	5
III. ALTERNATIVES CONSIDERED.....	5
IV. AFFECTED ENVIRONMENT.....	6
V. ENVIRONMENTAL IMPACT OF ALTERNATIVES.....	7
VI. ENVIRONMENTAL IMPACTS OF PROPOSED ACTION.....	7
a. Air Quality.....	7
b. Surface Water Quality	8
c. Industrial Wastewater	8
d. Groundwater	8
e. Domestic Sewage	8
f. Waste Management	8
g. Noise	9
h. Safety	9
i. Threatened and Endangered Species.....	9
j. Archaeological Remains and Historical Sites.....	9
k. Short and Long Term Effects on Wetlands	10
l. Transportation	10
m. Socioeconomics.....	11
n. Environmental Justice.....	11
VII. CONCLUSION	11
a. Mitigation Plan.....	11
b. General.....	12
Persons and Agencies Contacted	13
References	14

DRAFT
Environmental Assessment
For
Lake Yard Rail Spur Project

Anniston Army Depot
Anniston, AL 36201

I. PURPOSE AND NEED

The National Environmental Policy Act (NEPA), Section 102(2)(c), requires all agencies of the Federal Government to include in every recommendation or report on proposals for legislation and other major Federal actions significantly affecting the quality of the human environment, a detailed statement by the responsible official on (1) the environmental impact of the proposed action; (2) any adverse environmental effects which cannot be avoided should the proposal be implemented; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

The purpose of this Environmental Assessment (EA) is to evaluate the direct, indirect, and cumulative impacts to natural resources, cultural resources and the environment for the construction of a rail spur in the West Area of Anniston Army Depot (ANAD). ANAD is proposing to construct an approximately 3,000 foot rail spur off of the Norfolk Southern Corporation (NS) railroad main line for the transfer of rail cars between ANAD and NS. This project would provide ANAD the ability to relocate the ammunition rail car classification yard from the current Turner Yard location to the Lake Yard location.

ANAD is a multi-function installation with a major tenant, the Anniston Defense Munitions Center (ADMC), who is in charge of storage and maintenance of ammunition and explosives. Ammunition inspection and classification is currently performed at the Turner Yard location, which is adjacent to a 284 acre undeveloped tract of land which serves as a safety buffer zone for the operations of the holding yard. Relocating the ammunition related function of Turner Yard to the Lake Yard location will allow the 284 acre tract to be used for expansion of the ANAD industrial area and allow for new mission capabilities and possible future partnership opportunities. The US Army Technical Center for Explosives Safety (USATCES) created a Quantitative Distance (QD) map showing several options for this new rail spur, one being the proposed location. This map is on file in the ANAD Safety Office. The proposed option was chosen and meets the regulations which have no QD requirements other than locating as remote as practical from hazardous or populated areas.

There was a Record of Environmental Consideration (REC) prepared for this proposed project in September, 2007. Due to changes in the original scope of work, including a building which was identified in the REC as an explosive receiving/service building, an Addendum to the original REC was prepared in July, 2008. The building that had been identified as an explosive receiving/service building in the original REC was changed to an administrative building. After the results of the Environmental Baseline Survey (EBS) were made final in September, 2009, a Synopsis was prepared in March, 2011, to evaluate all of the changes and considerations pertaining to the proposed project to date. This EA is considered imperative to complete all of the NEPA documentation necessary for the proposed project.

II. DESCRIPTION OF THE PROPOSED ACTIONS

ANAD is located approximately 10 miles west of Anniston, Calhoun County, Alabama, north of U.S. Highway 78 and west of County Highway 109. Calhoun County is located approximately 55 miles east of Birmingham, Alabama and approximately 98 miles west of Atlanta, Georgia. The total area of the site is approximately 15,000 acres. ANAD was established in 1940. The base was originally used as an ammunition storage depot, then in the 1950's it was designated as a facility for the overhaul and repair of combat vehicles. In the 1960's it became a site for maintenance and storage of chemical munitions. Currently, ANAD continues its role in munitions storage and maintenance of military vehicles.

ANAD is proposing to construct an approximately 3,000 foot rail spur off of the NS railroad main line for the transfer of rail cars between ANAD and NS. The proposed project would provide ANAD the ability to relocate the ammunition rail car classification yard from the current Turner Yard location to the Lake Yard location. The project will require ANAD to obtain a limited real estate interest, a lease, to allow the construction of the rail spur. The scope of the project will include an electrical upgrade, information technology, septic tank/field lines, utility upgrades, new track and spur, an administration building, chain link fencing, Anti Terrorism (AT)/Force Protection (FP) measures, and supportive site work. The general location of ANAD and the proposed railroad spur are illustrated in (Attachment A). Supportive photographs of the proposed project location and adjacent properties are shown in (Attachment B).

III. ALTERNATIVES CONSIDERED

1. **Take No Action.** ANAD would continue to utilize the Turner Yard location for the ammunition rail car classification yard. This would prevent the adjacent 284 acre tract from being used for expansion of the ANAD industrial area and would not allow for new mission capabilities and possible future partnership opportunities for the 284 acre area.
2. **Move the Rail Car Classification Yard to another location at ANAD other than the Proposed Project Location.** The USATCES created a QD map showing several options for the proposed project. The proposed location was selected and meets the regulations which have no QD requirements other than locating as remote as practical from hazardous or populated areas. There is no other location available at ANAD that meets these regulations.
3. **Proceed with the Proposed Project.** In order to utilize the Lake Yard location for the ammunition rail car classification yard, ANAD would proceed with the proposed project to construct the rail spur necessary to make the Lake Yard location a viable option.

Americans with Disabilities Act (ADA) requirements will be incorporated into these projects. These projects have been coordinated with the installation physical security plan, and all physical security measures are included. All required antiterrorism protection measures are included. Alternative methods of meeting these requirements have been explored during project development. This project is the only feasible option to meet the requirements. Sustainable principles will be integrated into the design, development, and construction of these projects in accordance with Executive Order (EO) 13123 and other applicable laws and EO's.

IV. AFFECTED ENVIRONMENT

The location of the proposed project to construct a rail spur at the Lake Yard is between the current NS rail line and the southern border of ANAD. The adjacent area of ANAD is currently utilized for the purpose of storage of parts and equipment. There are no known endangered and threatened species, or candidate species within or near the proposed location. There are no existing wetlands that are located in the proposed project location. There are no Solid Waste Management Units (SWMUs) that are located in close proximity of the proposed project location.

The proposed rail spur would be constructed on property that is currently owned and operated by NS. ANAD would obtain a limited real estate interest of the property in order to construct the rail spur. This rail spur would connect the western area of ANAD to the main rail line of NS. Prior to any federal property being sold, leased, transferred, or acquired, the Department of Defense (DoD) requires the preparation of an EBS. Although primarily a management tool, the EBS would also be used by the US Army in meeting its obligations under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 *United States Code* Section 9620(h), as amended by the Community Environmental Response Facilitation Act (Public Law 102-426).

An EBS was conducted on the proposed location by the US Army Corps of Engineers (COE) in June, 2009, and a Final EBS was prepared in September, 2009, by CH2MHill. The EBS report addresses property between the current rail line and the southern border of ANAD. The general location of ANAD and the proposed railroad spur are illustrated in (Attachment A). The EBS is based on information obtained through a records search, visual inspections, and interviews. The records search included a review of available records, including environmental restoration reports, previous surveys, building drawings, and inspection reports. Visual surveys of the property and interviews with current employees were conducted. The EBS also includes an assessment of environmental conditions at offsite properties that could pose environmental concerns or affect the proposed ANAD rail spur property.

Due to the findings of the EBS, the proposed project site was classified based on available data into one of seven categories as described in American Society for Testing and Materials (ASTM) D 5746-98 (2002). The proposed project site was characterized as a Category 6. This Category is defined as "Areas where release, disposal, or migration, or some combination thereof, of hazardous substances has occurred, but required response actions have not been initiated". However, this finding is disputed by the Directorate of Risk Management (DRK) of ANAD. NEPA evaluation was performed for the proposed project using 32 CFR 651, Environmental Analysis of Army Actions; Final Rule. This regulation lists a number of screening criteria that must be applied in making a determination as to whether an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusions (CXs) may be used for a project under NEPA consideration. The proposed project did not meet any of the screening criteria under 32 CFR Parts 651.41 and 651.42, warranting that an EIS be prepared for the project. The dispute of the EBS findings is based on the following rationale:

- (1). There are no records to indicate that a reportable release of any hazardous or toxic substance as specified in 40 CFR Part 302, "Designation, Reportable Quantities, and Notifications" had occurred in the proposed leasehold.
- (2). The findings of the EBS were evaluated by the ANAD Installation Restoration Program (IRP) Program Manager, and it was determined that, for the proposed project, no remediation in the future property interest was necessary.

(3). The findings of the EBS were evaluated by the ANAD Resource Conservation and Recovery Act (RCRA) Program Manager, and it was determined that, for the proposed project, the findings did not affect the status of the installation's RCRA permit.

(4). Contemporary research has been conducted by various agencies that indicate the levels of contaminants listed in the EBS are levels that are indicative of normal operations associated with historical use of this type of property.

(5). In the Mitigation Plan for the proposed project, it states: (c) "The cut and fill calculations for this project indicate that additional clean fill will be required, therefore, there should not be a need to waste any material from the site. In the unlikely event that soil must be removed from the site, testing will be performed to develop a waste characterization in coordination with the Directorate of Risk Management (DRK) in order to determine the appropriate disposal method". If any disposal of any soils was to become necessary, the soils would be sampled utilizing normal Toxicity Characterization Leaching Procedure (TCLP) methods to determine the proper disposal method.

(6). Given the results of the Final EBS, due diligence must be given to not only the findings of the EBS, but also to the scope of the proposed project and the coordination that has been accomplished through the NEPA process with the various personnel and agencies who were consulted pertaining to the proposed project.

V. ENVIRONMENTAL IMPACT OF ALTERNATIVES

1. If no action is taken, ANAD would continue to utilize the Turner Yard location as the ammunition rail car classification yard. There would be no negative impacts to the environment with continuing to utilize Turner Yard for its current operation.
2. To move the rail car classification yard to another location at ANAD other than the proposed location is not a viable option. There is no other location available at ANAD that is in sufficient proximity to the NS rail line to construct the rail spur.
3. To proceed with the proposed project to construct a rail spur for the Lake Yard project would incur minimal impacts to the environment. During the EBS, a limited Phase II investigation was performed on the proposed project location. The investigation revealed contamination levels already present in the soils. However, there is no remedial action that is necessary for the construction of the rail spur. The limited control that ANAD would have with this property interest would not trigger any corrective action requirements of the RCRA permit that ANAD has with the Alabama Department of Environmental Management (ADEM). Since the proposed project is to construct a rail spur for the movement of rail cars between the NS main rail line and ANAD which is the current use of the property, the expectation is that there will not be any negative environmental impacts associated with the project.

VI. ENVIRONMENTAL IMPACTS OF PROPOSED ACTION

a. Air Quality

The proposed project to construct the Lake Yard rail spur would result in a minimal amount of air pollution in the form of smoke and fugitive dust emissions. Smoke and fugitive dust emissions may

result from heavy mobile equipment, dump trucks, generators, compressors and other non-stationary sources necessary for the development of the proposed project location. Impact from any of these operations should not be significant and would not have any long term environmental impact on air quality. There is the possibility of an increase of emissions from a mobile source if there are increases in rail movement. ANAD is in an attainment area but this minor increase in emissions would not affect this status. Efforts would be made to minimize dust and smoke to the maximum extent possible.

b. Surface Water Quality

No long term negative impact on surface water quality would be expected due to the proposed project to construct the Lake Yard rail spur. A drainage ditch extends along part of the proposed project location before entering a culvert and discharging to a field south of the project location. ANAD retains an industrial discharge permit for various storm water outfalls around the facility, but no outfalls are located near the proposed project location. During the construction phase of the proposed project, silt fencing would be installed to protect the drainage ditch as described in the Alabama Handbook for Erosion Control, Sediment Control and Stormwater Management on Construction Sites and Urban Areas, March 2009, for controlling erosion, sediment and nutrients from on-site movement.

c. Industrial Wastewater

There would be no industrial wastewater generated as a result of the proposed project to construct the Lake Yard rail spur. Various types of equipment that would be utilized at the project location may produce different types of petroleum fluids such as hydraulic fluids, diesel fuel, and motor oils. Spill prevention controls and cleanup of any spills associated with the use of equipment would be covered in ANAD's Spill Contingency Plan dated March 2010. In order to mitigate spills, site development personnel would be briefed on ANAD's spill prevention plan.

d. Groundwater

No groundwater contamination would be expected as a result of the proposed project to construct the Lake Yard rail spur. There are no SWMUs located in close proximity of the proposed project location. The proposed project location is not subject to the Installation Restoration Program (IRP).

e. Domestic Sewage

The proposed project to construct the Lake Yard rail spur would not have any impact on the Sewage Treatment Plant (STP) located at ANAD. There is a public restroom (building 270) and associated septic tank that are located on ANAD directly north of the proposed project location. Domestic sewage that would be generated during the proposed project would be managed by Contractor owned and operated mobile facilities such as porta potty. This would eliminate any impact to ANAD's STP.

f. Waste Management

There is a reasonable expectation that various types of Solid Waste would be generated during the construction phase of the proposed project to construct the Lake Yard rail spur. Solid waste would include brush, general refuse, and debris such as miscellaneous wood, concrete, etc. All Solid Waste would be disposed of at an approved landfill and/or Treatment, Storage, and Disposal (TSD) Facility. According to the Mitigation Plan (see section VII.b for details) for the proposed project, in the unlikely

event that soil must be removed from the site, testing will be performed to develop a waste characterization in coordination with the ANAD DRK in order to determine the appropriate disposal method. If any disposal of any soils was to become necessary, the soils would be sampled utilizing normal TCLP methods to determine the proper disposal method. Prior to any waste disposal, coordination would be made with the ANAD DRK. ANAD should not be impacted by Solid Waste generated at the proposed project location. ANAD will not be responsible for maintaining the rail bed or conducting other actions associated with ownership and control of the rail spur. No significant environmental impact would be expected as a result of Solid Waste generated during the construction phase of the proposed project. No disposal would occur on the installation.

g. Noise

Noise sources at the proposed project to construct the Lake Yard rail spur location would include earth-moving equipment, dump trucks, bull dozers, numerous hand tools, and various support vehicles. Noise sources would be minimal and intermittent and should not exceed Installation Compatible Use Zone (ICUZ) requirements, or existing noise levels. There will be some elevated noise levels due to increased rail traffic during switching operations, but noise levels are not anticipated to extend beyond the site and not into the community.

h. Safety

Prior to start of work, a conference would be held to ensure all applicable safety considerations are incorporated into the Directorate of Public Works (DPW) and the Contractor's work plan. The Contractor shall assume full responsibility and liability for compliance with all applicable regulations pertaining to the health and safety of personnel during the execution of work. The ANAD Safety Office would routinely inspect the area to ensure compliance with federal, state, and local safety requirements. ANAD has started the process to become an Occupational Safety and Health Administration (OSHA) VPP Star Site. All Contractors and Sub-contractors would be made aware of this process and would understand that some very specific demands may be made for information. This is an integral part of OSHAS 18001-2007 (Safety and Health Management System) certification ANAD currently has attained, and contractors must provide the same commitment to ANAD's effort with OSHA's VPP. The results of the EBS were discussed with the ANAD Safety Officer concerning the levels of contamination that were discovered, and how this would relate to worker safety. Both the ANAD Safety Officer and the Industrial Hygiene Officer stated that normal worker personal protection and hygiene practices are sufficient for workers involved in the construction and operation phases of the proposed project.

i. Threatened and Endangered Species

The only currently identified threatened or endangered species inside ANAD boundaries is the Tennessee Yellow Eyed Grass. There is 1 colony of Tennessee Yellow Eyed Grass (an endangered species) that is located approximately 5 miles from the proposed project location. There are no known endangered, threatened, or candidate species in or near the proposed project location. The proposed project would have no impact on the existing colony of Tennessee Yellow Eyed Grass.

j. Archaeological Remains and Historical Sites

No identified historical or archaeological sites within the boundaries of ANAD would be affected by the proposed project to construct the Lake Yard rail spur. They are all located in areas remote from the

location of the proposed project. The State Historic Preservation Officer (SHPO) has concurred with the Installation Cultural Resource Management Plan (ICRMP) for management of these resources. Five resources have been identified at ANAD, which are considered for listing on the National Register of Historic Places. These resources are:

1. Field Site 1: A cave located within the Southwest corner of ANAD. This cave is located approximately 1 mile from the proposed project site.
2. Bynum Cemetery: A cemetery associated with the community of Bynum, which was absorbed by construction of ANAD.
3. Burns Cemetery: A cemetery located within Igloo Area A which is probably associated with an extended family or community.
4. Wilbanks Cemetery: A cemetery located in the Northwest corner of ANAD. This resource is associated with archeological remains of a church and several residences.
5. Wilbanks Community Complex: This complex is associated with the Wilbanks Cemetery. It is composed of two historic house sites and a historic church site. Terracing is present, indicating a historic landscape worthy of preservation.

The proposed project location that would be utilized for the construction of the Lake Yard rail spur has not been identified as being a historic or cultural site by SHPO and the ICRMP. Structures in the Southeast Industrial Area (SIA) and the Ammunition Limited Area (ALA) have been determined to be eligible for Historic District consideration as associated with the Cold War era. As a result, an intensive architectural survey was conducted by ANAD in consultation with the State Historic Preservation Office to comply with Sections 106 and 110 of the Historic Preservation Act. This survey does not impact the proposed project location site.

k. Short and Long Term Effects on Wetlands

Wetlands are inundated areas, or areas where water is present either at or near the surface for distinguishable periods throughout the year. ANAD contains approximately 112 acres of wetlands. The northern portion of the SIA associated with Dry Creek contains forested wetland areas. Wetland areas may also be dispersed throughout the ALA. No currently classified jurisdictional wetlands occur within the proposed project location. The proposed project to construct the Lake Yard rail spur would have no short or long term effects of any existing or identified wetlands.

l. Transportation

There would be minor increased impacts to transportation with the proposed project to construct the Lake Yard rail spur. There is the possibility of minor traffic congestion during the construction phase, but should not alter traffic patterns on ANAD. The only traffic during the operation phase of the proposed project would be intermittent rail traffic when transferring rail cars from the NS main line to the Lake Yard location, and should have no impacts to transportation on ANAD.

m. Socioeconomics

The proposed project to construct the Lake Yard rail spur would be a minor benefit to the local economy during the construction phase. During the operation phase of the project, there would not be any additional benefit to the local economy.

n. Environmental Justice

Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" requires federal agencies to make environmental justice a part of their mission and address adverse human health or environmental effects resulting from their activities. The goal is to ensure that activities that affect human health and the environment do not discriminate against minority or low-income populations and that no one bears an unfair burden from such activities.

The proposed project site is located in the West Area of ANAD. This project would be conducted within the installation boundaries and the NS main rail line, and would have a minimal impact to the surrounding community. The primary use of the adjacent ANAD property is storage, and not agricultural or residential.

VII. CONCLUSION

a. Mitigation Plan

To specifically address liability concerns associated with obtaining a limited real estate interest in the proposed property, an Information Paper dated April 7, 2010, was issued by Lenis Hearron, ANAD Master Planner. The Information Paper stated:

As part of the real estate acquisition process, an EBS conducted by the COE in June 2009 found some soil sample levels above the Alabama regulatory levels for several contaminants. As a matter of policy, the COE does not routinely purchase an interest in contaminated property since it could expose the US Army to liability for cleanup. However, such acquisitions have been made in the past in appropriate circumstances. In this case, construction of the interchange on contaminated property is the only viable alternative.

The Information Paper further noted that ANAD was preparing the documentation for a Department of Army (DA) waiver for the acquisition of the real estate interest in the contaminated property. In concert with the waiver request, a Mitigation Plan has been developed to minimize liability for ANAD, the COE and the construction contractor.

The Mitigation Plan addresses the modification of the Environmental Work Request (EWR) (an internal management tool for ANAD), a specification on what operational and physical measures would be required during the execution of the construction, the cut and fill calculations for soils, a safety specification, and efforts made in obtaining the real estate interest in the property to secure the least degree of ownership and to limit any possible cleanup liability to current and future contamination. The establishment of the existing contamination levels through the Final EBS will limit future US Army liability from the acquisition of the limited real estate interest for the proposed project.

b. General

Based upon the assessment made of the long and short-term direct, indirect, and cumulative impacts of the proposed project and after consideration of alternatives, including the no action alternative, it is believed that the proposed project to construct the Lake Yard rail spur would have no significant long term environmental impacts. Any impacts that have been noted in regard to air, water, wetlands, noise, and solid waste would be mitigated by measures contained in this EA, unless otherwise noted in previous analyses and are incorporated by reference. The pre-conference discussed in Section VI.h. above incorporates applicable environmental considerations as well for the Contractor and Sub-contractors during the execution of this project. Americans with Disabilities Act (ADA) requirements will be incorporated into this project. This project has been coordinated with the installation physical security plan, and all physical security measures are included. All required antiterrorism protection measures are included. Alternative methods of meeting these requirements have been explored during the project development. This project is the only feasible option to meet the requirements. Sustainable principles will be integrated into this project in accordance with EO 13123 and other applicable laws and EO's. As a result of this assessment, it is recommended that (1) an Environmental Impact Statement (EIS) is not warranted for the proposed project in accordance with 32 CFR Parts 651.41 and 651.42, (2) that this EA is in accordance with 32 CFR Parts 651.29 and 651.33, and (3) that a Finding of No Significant Impact (FNSI) in accordance with 32 CFR Part 651.21 be published for the proposed project.

Persons and Agencies Contacted

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Anniston Army Depot

Dilip Kothari
Environmental Engineer, Installation Restoration Program
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Office of General Counsel
Alabama Department of Environmental Management

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The Shipley Group. *NEPA Cumulative Effects Analysis and Documentation*. January 2009.

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Addendum for the Record of Environmental Consideration for Railroad Interchange at the Lake Yard, Anniston Army Depot, July 2008.

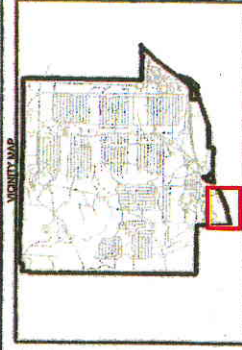
Synopsis of Record of Environmental Consideration and Addendum to the Record of Environmental Consideration for the Lake Yard Railroad Interchange Project, PN 669070, FY09 Military Construction Army, Anniston Army Depot, March 2011.

Alabama Risk-Based Corrective Action (ARBCA), Alabama Department of Environmental Management, 2008.

Information Paper, *Mitigation Plan for Lake Yard Railroad Interchange, Anniston Army Depot, AL, PN 66907, FY 09 MCA*, April 7, 2010.

ATTACHMENT A

Map of Proposed Project Location



LEGEND

- Proposed Rail Expansion
- Railroad
- Road
- Subject Property
- Structure

Note:
This drawing has not been prepared from field data, but from NS valuation maps and Google Earth Images Copyright 2006. This plan is intended for study purposes only. Final design will require approvals from Norfolk Southern engineering and operating departments.

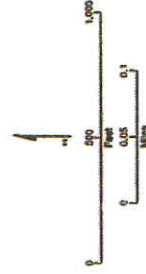


FIGURE 1-1
Subject Property
Proposed Railroad Spur
Anniston Army Depot, Alabama

ATTACHMENT B

Supportive Photographs of Proposed Project Location



Photograph 1 - Western Edge of Subject Property



Photograph 2 - Subject property facing West from eastern edge



Photograph 7 - Storage facility on ANAD adjacent to subject property



Photograph 8 - Kronospan located adjacent to subject property



Photograph 9 - Bridgewater Interiors located adjacent to the subject property

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FINDING OF NO SIGNIFICANT IMPACT
FOR
LAKE YARD RAIL SPUR PROJECT

The purpose of the Environmental Assessment (EA) for the Lake Yard Rail Spur Project and this Finding of No Significant Impact (FNSI) are to evaluate the direct, indirect, and cumulative impacts to natural resources, cultural resources and the environment for the construction of a rail spur in the West Area of Anniston Army Depot (ANAD).

ANAD is proposing to construct an approximately 3,000 foot rail spur off of the Norfolk Southern Corporation (NS) railroad main line for the transfer of rail cars between ANAD and NS. This project would provide ANAD the ability to relocate the ammunition rail car classification yard from the current Turner Yard location to the Lake Yard location. The scope of the project will include an electrical upgrade, information technology, septic tank/field lines, utility upgrades, new track and spur, an administration building, chain link fencing, Anti-Terrorism /Force Protection measures, and supportive site work.

ANAD is a multi-function installation with a major tenant, the Anniston Defense Munitions Center (ADMC), who is in charge of storage and maintenance of ammunition and explosives. Ammunition inspection and classification is currently performed at the Turner Yard location, which is adjacent to a 284 acre undeveloped tract of land which serves as a safety buffer zone for the operations of the holding yard. Relocating the ammunition related function of Turner Yard to the Lake Yard location will allow the 284 acre tract to be used for expansion of the ANAD industrial area and allow for new mission capabilities and possible future partnership opportunities. The US Army Technical Center for Explosives Safety (USATCES) created a Quantitative Distance (QD) map showing several options for this new rail spur, one being the proposed location. This map is on file in the ANAD Safety Office. The proposed location was chosen and meets the regulations which have no QD requirements other than locating as remote as practical from hazardous or populated areas.

The proposed rail spur would be constructed on property that is currently owned and operated by NS. ANAD would obtain a limited real estate interest, a lease, of the property in order to construct the rail spur. This rail spur would connect the western area of ANAD to the main rail line of NS. Prior to any federal property being sold, leased, transferred, or acquired, the Department of Defense (DoD) requires the preparation of an Environmental Baseline Survey (EBS). Although primarily a management tool, the EBS would also be used by the US Army in meeting its obligations under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 *United States Code* Section 9620(h), as amended by the Community Environmental Response Facilitation Act (Public Law 102-426).

An EBS was conducted on the proposed location by the US Army Corps of Engineers (COE) in June, 2009, and a Final EBS was prepared in September, 2009, by CH2MHill. The EBS report addresses property

between the current rail line and the southern border of ANAD. Through the process of the EBS, there was contamination found in the soils at the proposed project location as explained in detail in the EA. National Environmental Policy Act (NEPA) evaluation was performed for the proposed project using 32 CFR 651, Environmental Analysis of Army Actions; Final Rule. This regulation lists a number of screening criteria that must be applied in making a determination as to whether an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusions (CXs) may be used for a project under NEPA consideration. The proposed project did not meet any of the screening criteria under 32 CFR Parts 651.41 and 651.42, warranting that an EIS be prepared for the project. The results of the EBS were evaluated in conjunction with the scope of the proposed project, and it has been determined that no remediation of the contaminated soils is required under the Installation Restoration Program (IRP), or under the installation's Resource Conservation and Recovery Act (RCRA) permit for this project. The EA and FNSI are considered imperative to complete all of the NEPA documentation necessary for the proposed project.

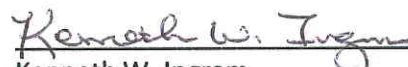
Based upon the assessment made of the long and short-term direct, indirect, and cumulative impacts of the proposed project and after consideration of alternatives, including the no action alternative, it is believed that the proposed project for the Lake Yard Rail Spur would have no significant long term environmental impacts. Impacts that have been noted in regard to air, water, wetlands, noise, solid waste, and hazardous waste pollution would be mitigated by measures contained in the EA, unless otherwise noted in previous analyses and are incorporated by reference. Americans with Disabilities Act (ADA) requirements will be incorporated into this project. This project has been coordinated with the installation physical security plan, and all physical security measures are included. All required antiterrorism protection measures are included. Alternative methods of meeting these requirements have been explored during the project development. This project is the only feasible option to meet the requirements. Sustainable principles will be integrated into this project in accordance with Executive Order (EO) 13123 and other applicable laws and EO's.

EO 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations", requires federal agencies to make environmental justice a part of their mission and address adverse human health or environmental effects resulting from their activities. The goal is to ensure that activities that affect human health and the environment do not discriminate against minority or low-income populations and that no one bears an unfair burden from such activities. The proposed project would be conducted within the installation boundaries and would have a minimal impact to the surrounding community. The primary use of the adjacent ANAD property is storage, and not agricultural or residential.

All applicable documentation relating to this proposed action is on file and may be reviewed by interested parties at the ANAD Public Affairs Office or online at www.anad.army.mil. Public comments on the Draft EA and FNSI will be accepted for 30 days from the date this Finding of No Significant Impact is published. Written comments and inquiries pertaining to the Draft EA and FNSI should be directed to Ken Ingram, NEPA Program Manager, Anniston Army Depot, 7 Frankford Ave., Anniston, AL 36201, (256) 235-7943, ken.ingram@us.army.mil.

This Environmental Assessment (EA) and Finding of No Significant Impact (FNSI) were made available for public review and comment from 16-MAY-11 to 14-JUN-11. The EA and FNSI were made available at the ANAD Public Affairs Office (PAO), were available on the ANAD website, and the FNSI was published in the Anniston Star, the Jacksonville News, and the Daily Home newspapers.

There were no comments received concerning this EA and FNSI during the 30-day Public Comment period. However, there was an email that was received on June 17, 2011, from a private citizen. Since the mail was received after the end of the 30-day Public Comment period, I have included the email and our response to the concerns stated in the email pertaining to this project at the end of this document. Given the fact that there were no comments received during the allotted 30-day Public Comment period, and that the concerns stated in the email from the private citizen have been addressed, it is therefore recommended that this project be allowed to proceed within the confines of the EA and FNSI, and that this document be made Final.

 20-JUN-11
Kenneth W. Ingram Date
NEPA Program Manager
Anniston Army Depot

Ingram, Ken CIV USA AMC

From: walt frazier [wavig@cableone.net]
Sent: Friday, June 17, 2011 1:58 PM
To: Ingram, Ken CIV USA AMC
Cc: wavig@cableone.net
Subject: Finding of no significant impact for yard rail spur project

EO 12898 Federal action to address enviromental justice in minority population. Although the proposed rail spur is located inside the installation boundaries. The actual construction of the rail spur would increase traffic thru the minority area known as John Hardy Hill the depot was built in 1941 with a black community near it. The state of Alabama and Anad has systematically ignorged this fact by first chaging the route of Alabama hwy 202 so that it wouldn't come thru the black community. Second after they get pass the black community the State of Alabama and ANAD decide to upgrade that part of the old hwy 202. Although this may have solved part of the problem it has still left the black community out. If all the trucks and cars didn't have come thru the black community maybe things would be different. But there are hundreds of cars and trucks carrying tanks and other cargo. Normally a road would be upgraded before any expansion of this kind takes place. It is unfair for us to be prisoners to the traffic at ANAD. The actions that the State of Alabama and ANAD has made this area dysfunctional. These action will only make things worst for the Black community

June 20, 2011

Response to Email from Mr. Walt Frazier
Pertaining to the Draft Environmental Assessment (EA)
And Finding of No Significant Impact (FNSI) for the Lake
Yard Rail Spur Project

Mr. Frazier,

This letter is in response to the comments that you made in the email that you sent to me dated June 17, 2011. The Public Comment period was from May 16, 2011 through June 14, 2011. While your comments were received beyond the Public Comment period, they will be considered and briefed to the Commander before the Final EA and FNSI are signed.

The proposed project involves a very limited railroad project on the southwestern boundary of Anniston Army Depot (ANAD), between the ANAD boundary and the Norfolk Southern Corporation (NS) main rail line. The current ammunition rail classification yard is located at the Turner Yard location. Moving the ammunition rail classification yard to the Lake Yard location would actually place the classification yard approximately 3 miles further away from the John Hardy Hill area than its current location. The Army's intent is to move the ammunition classification yard further away from populated areas, which would be a benefit to the area you are questioning.

While the Army expects some increase in road traffic due to the construction of the rail spur, it will be a very slight increase and for a very limited period of time. The project is expected to take approximately 18 months to complete. There is no upgrade or expansion necessary for the current roadways around ANAD for this project. The Army will do all that it can to minimize any traffic disruptions that might occur due to this project. Also, according to ANAD's ammunition personnel, the relocation of the classification yard will have no affect on the number of ammunition shipments by truck that are currently being received.

Given that the project to relocate the ammunition rail classification yard to a distance of approximately 3 miles further away from the area you question in your email, and given that there will be very minimal traffic disruption during the construction phase only of this project and that there are no roadway modifications necessary to proceed with the proposed project, we do not see any negative impact that this project would have on the John Hardy Hill area of Calhoun County, AL. I appreciate your concerns, and hope that I have answered these concerns sufficiently.

 20-JUN-11

Kenneth W. Ingram
NEPA Program Manager
Anniston Army Depot

Date